


Revolution

April 2021

The official magazine of  motorsport uk

WEST SURREY RACING'S 40 YEARS CREATING CHAMPIONS



FEATURE:
MOTORSPORT'S
BACKSTAGE
ROLES

VANTAGE POINT:
BILLY MONGER –
COMPETING ON
EQUAL TERMS

MY MOTORSPORT:
RONNIE SANDHAM'S
LIFELONG
DEDICATION

PLUS MY FAVOURITE CORNER • WHAT'S ON • CLUB CORNER

CEO's MESSAGE

Hugh Chambers



And so, the lights have gone green, the flag has dropped and after some four months of interruption we're off and running again as motorsport begins to resume. Last summer does seem a long time ago, when we had a very successful resumption in most of the UK, with over 1,000 events and tens of thousands of competition starts across the entire diversity of our sport. We learnt a great deal from that exercise; successfully navigating the challenges of operating during the throes of a pandemic, and thanks to the diligence and care of our resourceful community we did not suffer any failures in the system during our 2020 events.

And so, for Easter 2021 there is something of a sense of déjà vu, but also a glimmer of a bright light beginning to shine, giving hope that this may just be the last time that we have to go through this. As the impressive vaccination programme rolls out with such speed and effectiveness across all of our communities, I think we should pause and thank those members of the motorsport community who are drawn from the medical and health care professions and who, in their working lives, have met these extraordinary challenges with such fortitude, and yet found the energy and time to continue with their passion for motorsport and enabling so many events to take place during these challenging times.

On Good Friday I attended one of the first events of the new season, the Masters Historic Formula One Weekend at Donington. For the domestic scene this is in the upper echelons of the sport both in terms of the cars being used as well as the sophistication that the professionals of MSV and the Masters team bring to their events. It was perhaps

"One of the amazing aspects of motorsport is the sheer diversity of the community and the disciplines that are all bound together by their love of the motor car"

no surprise that given this enormous knowledge and skillset the event ran so smoothly and efficiently. And when an event does run like clockwork it allows everybody to relax and soak up the thrill of hearing Lola T70s fire up in the garages and watching a phalanx of Lotus Cortinas four-wheel drifting through the Craner Curves. As you could see by the smiles on their faces this was the reawakening of the sport and the release of the pent-up excitement we've all been holding on to for so long this year. One of the aspects of motorsport that is always such a joy to experience is the warm welcome and camaraderie of the community, with everyone happy to chat about their cars and the challenges they face, or a Marshal or a Volunteer recalling their favourite moments in the sport. I spent time with the Stewards and the Clerks, observing the calm and focused way in which they ensure that everything behind the scenes is kept scrupulously fair, allowing the competitors to simply enjoy the fun of a great day's motorsport.

Two days later, on a crystal clear but freezing Easter Sunday morning, we assembled at a farm hidden in the folds of the countryside close to Milton Keynes. As the vehicles lumbered into view up the broken farm track and gathered in the grassy field, one could again hear the familiar chatter of old friends and colleagues reassembling, comparing stories and looking forward to the day ahead. One of the amazing aspects of motorsport is the sheer diversity of the community and the disciplines that are all bound together by their love of the motor car. The Historic Formula One cars of Donington and the modified cross country Land Rovers of Whaddon in Buckinghamshire, could hardly be more different in terms of their mechanical ability and genealogy. The team from the Anglian Land Rover Organisation offered the warmest of welcomes to me and my colleagues from Motorsport UK and immediately set about explaining the finer nuances

CEO's MESSAGE



of navigating a perilous slope awash with mud and full of ravines in order to achieve the highest position and gain the maximum points. The relaxed nature of the whole event belied the seriousness required to extract performance from the machinery, with only the most technically skilled able to coax these machines through the mud. All the while, family and friends gathered around to watch as each competitor took it in turns to take on the challenge before moving on to the next test.

An important part of these type of events are the road registered vehicles and the Tyro classes. The first of these are for road registered off-road vehicles that can be driven to the competition and then embark upon a series of tests that are somewhat more moderate than the full Cross Country trials machines will tackle, but nonetheless a challenge for the driver, and in normal times the passenger or co-driver. It was noticeable that there was disappointment that family members could not be in the cars, but they fully appreciated that this was the small price that must be paid for unlocking the sport at this stage whilst remaining within government guidelines. The Tyro category is aimed at the beginners and in particular the youth competitor, with those as young as 13 years old able to tackle the tests in full size off-road machinery. I know that when I was that age it would have been the thrill of a lifetime to be let loose in this type of free environment to tackle the twists and turns of competition.

This type of event with road registered vehicles is very much in line with our thinking for the new Street Car classes that will be promoted to attract newcomers to the sport. As we progress through the summer and can start to welcome more people to the sport for the first time, these are key entry points that require little extra equipment or the need to tow the vehicle to the venue. All Motorsport UK clubs can offer expert

advice on how to start a new journey into motorsport.

Back at Donington on Easter Monday, the 750 Motor Club began their season. This Club is perennially the champion of affordable motorsport, promising a great atmosphere in the paddock and a warm welcome. One new innovation from the 750 Motor Club that has caught my eye is the new Foundation Programme based around the Tegiva Type R Trophy. The Club have got together with a number of preparers to provide a fixed cost race-ready Honda Civic Type R with all the necessary modifications to comply with Motorsport UK regulations and pre-pack preparation to compete in a series of double-header race meetings (as well as a pre-season track day) and all for the price of £10,495. I admit this isn't true grassroots level competition as some people would define it, but the residual value on these cars should be extremely strong, and the running costs very reasonable, given that all the modifications focus on suspension and brakes with the engine in standard tune. It is this type of thinking that makes it easier for people to have clear sight of their budget commitments, with the series heavily monitored to ensure equal machinery right down to a rolling road to check on the power output at the wheels.

I think most people would agree that the most exciting racing is where the machinery is equally balanced and everything comes down to the skill and experience of the driver against their fellow competitors. The one element that I would like to see more of, if possible, is a pool of vehicles that would be made available so that a true Arrive and Drive offer could be presented for those that do not have the logistical wherewithal to store a race car or transport it to and from the circuit. This of course happens on an ad-hoc basis all over the country, but to have more series offering that type of resource would I'm sure be extremely popular for many people.

So, as we conclude the first weekend of motorsport in England, and with the prospect of the restart gathering pace across the whole of the UK, I'm filled with gratitude for the enormous effort by the entire community to get things running again. I am also excited at the prospect of a long summer ahead filled with the amazing diversity of our sport that brings together such a wonderful warm and inclusive community all sharing their passion for motorsport.

I hope that all of you are keeping safe and that you may soon enjoy the return to motorsport yourselves.

Kind regards,
Hugh Chambers
CEO, Motorsport UK

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PLUS What's Coming + My Favourite Corner

UP TO SPEED

LATEST NEWS

A NEW MOTORSPORT SEASON GETS UNDERWAY

Over 25 events took place in England and Guernsey over the Easter bank holiday weekend with seven different disciplines showcasing the wide variety of motorsport available, including AutoSolo, Cross Country, Circuit Racing, Hill Climbing, Karting, Sprints and Trials





Opening the weekend was the throaty roar of the Masters Historic Series at Donington, where famous cars from yesteryear battled it out for the first round of the championship, with tin-tops, sports cars and Formula One single seaters in action. Busy grids were also seen at Castle Combe for the Howard's Day Race Meeting and for the 750 Motor Club meeting at Donington on Easter Monday – an event which saw the racing debut for YouTube star Jimmy Broadbent in the Mazda MX-5 Cup Championship.

The long circuit Superkarting brigade stretched their legs at Darley Moor Circuit, with many of the runners limbering up for the forthcoming British Superkart Championship. Short circuit karting saw its first return to racing, with wheel-to-wheel competition at Forest Edge circuit near Andover.

The sheer breadth of Motorsport UK permitted events was clear to see as grassroots motorsport started to show vibrant green shoots after the restart.

Off-roading returned to the hills as the Experimental Pop-Up Trial organised by the Motor Cycling Club Ltd saw classic trials cars battle the challenging terrain in north west Devon, while over in Buckinghamshire, the mudslingers from the Anglian Rover Owners' Club enjoyed a sun-kissed day in the fields, as three classes consisting of CCV, RTV and Tyro each fought for honours at the Whaddon Tyro.

The AutoSolo discipline is a fast-emerging sport, which enables Motorsport UK RS Clubman licence holders to compete in road-going cars, creating an exciting formula of low-cost competition with big smiles. Events were dotted around the country from the Cannock & District Car Club event held at Curborough Sprint Course to the South Oxon Car Club event in Kassam, Oxfordshire. The latter was featured in the Club Corner section of last month's edition of *Revolution* and its rescheduled event from Christmas saw chilly conditions and a few snowflakes on Easter Monday instead!

Many competitors had the need for speed as the Sprint discipline returned, with the Goodwood Road Racing Club Competition Section hosting an event for its members at the famous Goodwood circuit, while the first Hill Climb of the year took place in Guernsey, with drivers threading the eye of the needle up the Val des Terres hill in St Peter Port.

"It is brilliant to see motorsport back up and running again," said Motorsport UK CEO Hugh Chambers. "After lockdown we are now beginning to see the gradual return of motorsport across the whole of the UK and it was great to see several disciplines return to competition, from the circuit racing at Donington, to the V8 Land Rovers at Cross Country Trials events. It was great to see the joy from the respective communities, as we have motorsport beginning to return again in England and Guernsey. We have more events and disciplines in the coming weeks in Jersey, Isle of Man and then Scotland, and we anticipate a return to motorsport in Northern Ireland and Wales by the end of May.

"I would like to say a big thank you to all of our officials, marshals, competitors, clubs, rescue and recovery crews and medical teams for their diligence, hard work and perseverance throughout the lockdown and contributing to the development of the latest guidance and protocols that have allowed the sport to restart. It is the community as a whole who will make sure this summer, we have a safe, fair and fun celebration of motorsport across all the different disciplines."

Elsewhere, the opening event of the FIA Rally Star competition got underway this month, with the talent detection programme for the next FIA World Rally Champion, beginning with the first Digital Rally at Home Challenge.

Using the WRC9 game, the 12-event Esports championship will shortlist the top emerging British talent before the UK final later this year. Sven Grube topped the GB timesheets with a run of 4:35.128 – a time that would put him 24th in the world. The competition uses an identical Ford Fiesta Rally3 on the same stage, with the same weather conditions for all competitors, and a tight battle at the head of the leaderboard was evident, as the top three participants were covered by just half a second, with Jamie Moone in second while Kacper Potyra took third.

The next round will take place between 10th–15th April and budding drivers aged between 17-26 can still register to take part by visiting: <https://uk.fiarallystar.com/en>



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GALLAGHER TEAMS UP WITH GIRLS ON TRACK UK AND THE MOTORSPORT UK ACADEMY

Motorsport UK and Gallagher will drive accessibility and participation in motorsport

Motorsport UK is delighted to announce that global insurance broker Gallagher will become Official Partner to the Girls on Track UK programme and Motorsport UK Academy.

Gallagher is one of the largest insurance brokers in the world, providing insurance, risk management and consulting services to businesses, communities and individuals across the globe. The organisation is known for supporting young sporting talent, which will continue with its involvement with the Academy and Girls on Track UK.

The two-year partnership will see Gallagher at the heart of two Motorsport UK initiatives, supporting the governing body to inspire girls to consider a role within the subjects of Science, Technology, Engineering and Mathematics (STEM) and encouraging young drivers to develop and pursue a career within the sport.

As Official Partner to Girls on Track UK, Gallagher will be involved in future events and will also host dedicated workshops aimed at promoting motorsport amongst young females. Its involvement with the Academy will see Gallagher support the athletes with insurance advice at programme

gatherings, as well as becoming the Title Sponsor of the Team UK Driver of the Year award and its branding will be featured on the new Team UK clothing.

Motorsport UK CEO, Hugh Chambers, commented: "We are delighted to welcome Gallagher as a partner to Motorsport UK. As an organisation, we want to inspire and encourage more women into our sport, and build upon the rapid growth of our Girls on Track UK initiative – engaging even more participants, and showcasing STEM-related opportunities in motorsport. We are also focused on the development of drivers in our Academy programme, as we look to nurture future talent who can go on to represent the UK at the highest level. We are delighted to have the support of Gallagher as we progress this mission."

"As an organisation, we want to inspire and encourage more women into our sport, and build upon the rapid growth of our Girls on Track UK initiative"

MOTORSPORT UK IS SEEKING NEW MEMBERS FOR ITS COMMITTEES IN 2022

As motorsport's national governing body, recognised by the FIA as the official ASN for the UK, Motorsport UK is charged with the management and development of the sport in a safe and fair manner, allowing many thousands of people to enjoy the sport fully. At the heart of its governance lies the committee structure designed to ensure that there is a balanced development of ideas and proposals.

Motorsport UK's committees are made up of motorsport enthusiasts and professionals, drawn from clubs, teams, manufacturers, competitors and officials – in fact the widest

possible cross section of our sport. They all kindly give their time and energy to help ensure we have a safer, better managed sport, with fair play at its heart. In total over 250 people sit on the wide diversity of committees, sub-committees and advisory groups.

Every year we invite applications to join this community, as some members retire and we seek fresh thinking and perspectives. If you would like to get involved in creating the future of motorsport and feel you could contribute your experience, please get in touch.

DISCIPLINE SPORT COMMITTEES	SPECIALIST COMMITTEES	APPLICATION
<ul style="list-style-type: none"> ▪ Autotest Committee ▪ Cross Country Committee ▪ Historic Committee ▪ Kart Committee ▪ Race Committee ▪ Rallies Committee ▪ Speed Events Committee including: <ul style="list-style-type: none"> – Autocross & Rallycross Sub Committee – Dragster Sub Committee – Sprint & Hill Climb Sub Committee ▪ Trials Committee ▪ Volunteer Officials' Committee including: <ul style="list-style-type: none"> – Clerks' & Stewards' Advisory Group – Marshals' Advisory Group – Training Advisory Group 	<ul style="list-style-type: none"> ▪ Judicial Committee ▪ Kart Technical Advisory Group ▪ Medical Committee ▪ Medical Advisory Group ▪ Safety Committee ▪ Rescue & Recovery Advisory Group ▪ Technical Committee ▪ Timekeeping Advisory Group <div data-bbox="628 1462 1093 1576" style="background-color: #333; color: white; text-align: center; padding: 5px;">NEW COMMITTEES</div> <ul style="list-style-type: none"> ▪ Equality, Diversity & Inclusion Committee ▪ Sustainability Committee 	<p>Please e-mail your motorsport CV along with a letter explaining why you feel you can contribute to the future development of motorsport to: committeeinterest@motorsportuk.org by Friday 2nd July. Please state which committee you are applying for.</p> <p>The Nominations and Appointments Committee will review all applications received and submit recommendations to the Motorsport UK Board for approval. New members will be informed of their appointments in September.</p>



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MOTORSPORT UK ACADEMY ANNOUNCES NEW PARTNERSHIPS

Delivering exciting performance development opportunities for Academy athletes

The Motorsport UK Academy is delighted to announce a number of exciting collaborations for 2021 to help support the development and unlock the full potential of Academy athletes on its performance pathway.

The Academy are continually adapting the delivery of its programmes in response to the pandemic and are looking forward to engaging in new initiatives to benefit its athletes alongside its partner organisations.

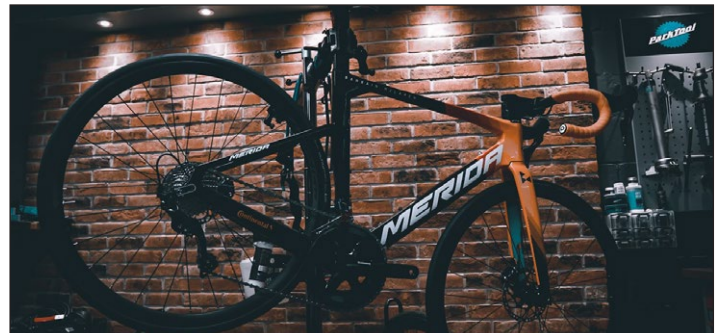


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There are many factors that enable motorsport athletes to be successful. As well as developing behind the wheel, providing education across a multitude of topics is integral to the development of the athletes as a whole and supporting their future. Gallagher is an insurance broker and risk management specialist and will help educate Academy athletes as to the role and importance of insurance in motorsport.



LKY7 Sports

Official Nutrition Partner, 'Powering' the Motorsport UK Academy

Lky7 Sports are a successful online and in-store cycling and nutrition retailer offering sport certified nutrition products and the latest Merida Bikes. Lky7 Sports supports Academy athletes with nutritional education and guidance, helping them push harder, go faster and ultimately improve their performance.



iZone Driver Performance

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iZone is a motorsport centre of excellence that provides drivers with the resources they need to succeed. Drivers on the Enhanced Diploma in Sporting Excellence (DiSE) course are supported during their studies and provided with opportunities to constructively develop their skills and focus on optimising their personal performance.



Bicester Hotel, Golf and Spa

Official Training Base of Motorsport UK Academy

Physical conditioning and fitness are important for any athlete and motorsport is no different. As the Academy athletes progress to the sport's top levels, the impressive Bicester Hotel and Spa's sports performance gym, 200m swimming lake and outdoor grass running circuit and assault course will provide the perfect, high-performance environment for them to train and develop.

SHELSLEY WALSH LAUNCHES AUTOCAR YOUNG DRIVERS CHAMPIONSHIP

Affordable and accessible opportunity for 17–21-year-olds to step onto the motorsport ladder

Shelsley Walsh and the Midland Automobile Club (MAC) have launched the AUTOCAR Shelsley Walsh Young Drivers Championship to give youngsters a taste of hill climbing.

The Championship is open to 17 to 21-year-olds who are new to motorsport and hold a driving licence. Competitors will drive road-legal, three-door Vauxhall Corsa 1.2-litre models built since 2000 and restricted to a maximum purchase price of £2,500.

As junior members of the Midland Automobile Club, each driver will benefit from a free test day at Curborough and an

all-inclusive day at the Shelsley Walsh Driving School under expert guidance and instruction to tease that extra second out of their car. Competitors will benefit from half-price entry fees as a helping hand onto the first rung of the motorsport ladder.

The MAC has also negotiated a discounted rate for overalls, helmets, gloves and fire extinguishers to ease the path towards success, fun and hill climbing.

For more information, visit:

www.shelsleywalsh.com/young-drivers-championship



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SAVE ON SILVERSTONE CLASSIC HOSPITALITY

Motorsport UK members can save an exclusive 10% discount on Parc Fermé hospitality packages for this summer's Silverstone Classic

Taking place on 30th July – 2nd August, the Classic at Silverstone is an epic festival weekend for the whole family with historic motorsport at its heart and entertainment for all ages.

With prices from £233 per person (ex VAT) and rates for under 16s available, the friendly and relaxed atmosphere of the Classic makes the event the perfect place to enjoy an exclusive experience with friends and family or entertain clients.

The iconic Silverstone Wing enjoys some of the best views of The Classic as you overlook the International Paddock and newly named Hamilton Straight. Combine this with a great food and beverage service, and you have all the ingredients for a perfect racing weekend.

The Parc Fermé hospitality package features a whole host of benefits including full paddock access, the opportunity to join the parade lap and enjoy a driver's view of the circuit, all-inclusive catering including breakfast, lunch, afternoon tea, and evening cheese and biscuits, complimentary wines, beers and soft drinks and live music concerts on Friday and Saturday evenings.

For more information or to redeem, contact: abigail.lambert@match-hospitality.com quoting your Motorsport UK membership number.



DREAMING BIG

Youngest-ever driver with a spinal cord injury awarded ARKS licence

A passionate motorsport fan and avid competitor, 8-year-old Matthew Knoesen was born with talipes and a spinal cord injury and took part in his very first Bambino competition at Buckmore Park in October 2019, where he won four of the nine races.

Despite recent lockdowns thwarting some of his race practice, Matt passed his ARKS test on Friday 2nd April

meaning he can now compete in the Bayford Meadows Club Championship and the Lydd International Kart Circuit (LIKC) Championship this month.

Nathalie McGloin, Chair of Motorsport UK's Disability and Accessibility Committee and President of the FIA Disability and Accessibility Commission, said: "Matt is a remarkable young man who has impressed me from the first

day I was introduced to him. To become the youngest driver with a spinal cord injury to be granted an ARKS licence is quite the achievement and I'm sure this is just the start for Matt.

"Motorsport is accessible to people with disabilities of all ages and we need to make sure that we see more kids like Matt take up karting. We are very fortunate that Kerry Knoesen, Matt's mum, is going to be working with the new Motorsport UK Disability and Accessibility Committee to help us understand how we can increase the participation of young disabled karters. I'm so excited to start this work and begin to show that all levels of motorsport are accessible to disabled people."

Few would reckon against Matt's lifelong dream of racing for Red Bull in Formula 1 or competing in a GT40 at Classic Le Mans.



REGISTER NOW FOR THE LATEST CLUB WEBINAR

An online session to support clubs with TimingAppLive



Motorsport UK is holding a webinar on Tuesday 13th April at 7pm to introduce clubs to Sapphire Solutions' TimingAppLive.

The App is a great way to time Autotest and AutoSolos and produces results instantly, also removing the need for paper and pen, and making it COVID-19 safe.

The online session will include a demonstration and training session. Members are encouraged to download the app beforehand to try it out by timing a car on a video to see how it works.

To register for the webinar, visit: [TimingAppLive Webinar Registration](#)



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BROADCAST NEWS FOR MOTORSPORT CHAMPIONSHIPS

Two series announce plans to bring the sport to UK TV audiences

The Motorsport UK British Rallycross Championship 5 Nations Trophy presented by Cooper Tires and Extreme E have both recently announced their broadcast packages for the 2021 season.

Coverage of all rounds of the 5 Nations BRX will be broadcast on BT Sport, with more than 4 million households currently having access, including those on Virgin Media XL TV packages who can view the channel for free. In addition, FreeSports via Sky will transmit the action to 18 million viewers in the UK and Ireland. The different audience profiles will be reflected in the programming content for the two channels, which will include behind-the-scenes access and be complemented with 'as live' highlights and clips shown across all 5 Nations BRX social media channels.

Meanwhile, Extreme E has confirmed that the UK's biggest commercial broadcaster, ITV, will broadcast the championship's live racing action, highlights shows and 20-part magazine programme, *Electric Odyssey*. In addition, fans will be able to watch live Extreme E action and catch up on demand through the ITV Hub.

The three-year deal means that ITV will show coverage of the inaugural Extreme E events this year, as well as becoming the

exclusive UK terrestrial broadcaster of live coverage for the events in 2022 and 2023. The championship's shows, to be produced by Extreme E Studios, a co-venture between Aurora Media Worldwide and North One, will create a variety of content covering all the aspects of the series.

Extreme E kicked off with its inaugural race in Saudi Arabia on 3rd-4th April, with Brit Catie Munnings and fellow Andretti United driver Timmy Hansen finishing second after a remarkable recovery having suffered a puncture in qualifying. The series now heads to Senegal, Greenland, Brazil and Argentina.



OULTON PARK TO HOST BRITISH RALLY CHAMPIONSHIP OPENER

Britain's premier rallying series will commence with the Neil Howard Stages in association with Graham Coffey & Co. Solicitors on 31st May

Since announcing its six-round calendar of events, British Rally Championship organisers have been offered the opportunity to open the 2021 season at the Cheshire circuit in May, bringing an additional asphalt event to the schedule. The series will now feature seven rounds with events across the UK in Wales, England, Northern Ireland and Scotland.

Oulton Park played host to the opening special stage of Wales Rally GB in 2019, which provided a unique and challenging backdrop for the best rally drivers in the world.

That setting will now provide the starting point for the BRC elite in what is sure to be a close-run first round thanks to its tightly-packed and unforgiving format.

The BRC top-flight will go head-to-head with the popular Motorsport News Circuit Rally Championship series regulars for the first time, offering a ramped-up look to the event and the race for overall honours.

Regulations for this year's series are now available and registrations open at: www.britishrallychampionship.co.uk

The updated 2021 Motorsport UK British Rally Championship calendar

Round 1	31st May	Neil Howard Stages in assoc. with Graham Coffey & Co. Solicitors
Round 2	10th July	Nicky Grist Stages, Builth Wells
Round 3	14th August	Grampian Forest Stages, Banchory
Round 4	24-25th September	Trackrod Rally Yorkshire, Scarborough
Round 5	8-9th October	Beatson's Building Supplies Mull Rally, Isle of Mull
Round 6	30th October	Visit Conwy Cambrian Rally, Llandudno
Round 7	20th November	Today's Ulster Rally, Newry





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MORE TIME FOR COMPETITORS TO PREPARE ENTRIES FOR FIA MOTORSPORT GAMES

Taking place at France's Circuit Paul Ricard on 29th – 31st October, the international competition will welcome competitors in 18 disciplines

Motorsport UK has extended its deadline for entries to the 2021 Motorsport Games after competitors asked for more time to prepare their entry now that motorsport has begun to resume following the lifting of lockdown in some parts of the UK. The application deadline for all FIA Motorsport Games disciplines is now 30th April 2021.

Six disciplines formed the programme at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions. All six disciplines will return for 2021 together with an additional 12 new disciplines, comprising:

- Auto Slalom (Autotesting)
- Crosscar Jr
- Crosscar Sr
- Endurance Racing *TBC
- GT Sprint
- Historic Rally
- Historic Regularity Rally
- Karting Endurance
- Karting Sprint Jr (OKJ)
- Karting Sprint Sr (OK)
- Rally 2
- Rally 4

Alongside the new events, the second edition of the FIA Motorsport Games will also see another 50 countries and territories enter the competition, as the Games is set to celebrate grassroots disciplines.

The new competitions in Auto Slalom (Autotesting), Crosscar (Autocross) and Karting Endurance offer the chance for grassroots competitors to compete and represent their country on the world stage with the hope of collecting gold medals for their nation.

Interested parties should visit: www.motorsportuk.org/the-sport/fia-motor-sport-games for more information on all 18 disciplines, the necessary entry requirements, and Team UK application form.



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TRACKROD RALLY YORKSHIRE TO RUN AS FORESTRY ENGLAND TEST EVENT

The September fixture will be used to assess capacity for restarting large scale events

In advance of rallying's return to the Forestry England estate, Motorsport UK has confirmed that the Trackrod Rally Yorkshire will be used as motorsport's return to the forest trial.

After continuous consultation between Forestry England and the governing body for UK motorsport, the Trackrod Rally Yorkshire will go ahead as planned on 24th-25th September and will be a test event for Forestry England as it continues to carefully manage high visitor demand.

The two-day event is set to be the fourth round of the British Rally Championship as well as points scoring rounds for the British Historic Championship and BTRDA series. Using it as a trial will facilitate the preparation of supplementary insight and guidance, which will be produced to allow other events to be run in the forests shortly afterwards.

Motorsport UK CEO, Hugh Chambers said: "We are pleased to continue the progressive dialogue with Forestry England, and we are delighted to see a return for rallying in the forests. We have an excellent track record having organised over 1,000 COVID-19 secure events in 2020, and with the guidelines and protocols we have created as the national governing body, we look forward to working with Forestry England to

demonstrate how a safe and successful event can be run in the forests. Following the rally, we hope we can create a model for all future forestry events around the country."

Jade Colston, Recreation Forester Yorkshire District, Forestry England explained: "We've been under intense pressure for months supporting safe visits to Dalby Forest and the surrounding woodlands during the pandemic. We're looking forward to gradually re-starting events and I'm grateful for Motorsport UK's understanding and co-operation that means we can host the test rally in North Yorkshire.

"It's a great opportunity to gather insight, and provide guidance for other motorsport events as lockdown restrictions start to lift. I've worked with the Trackrod organisers before so I am confident we will host a successful event."

Rod Parkin, Trackrod Rally Yorkshire Clerk of Course said: "We are really pleased to have early confirmation that we can run on our scheduled date. We are extremely grateful for all the help and support from Forestry England and Motorsport UK. The team can now finalise our plans as we can now prepare for an exciting weekend of rallying."



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M-SPORT COMMITS TO HYBRID WRC FUTURE

Long-standing relationship with Ford to continue into WRC's hybrid era, guaranteeing jobs and the team's top-tier status in the championship

M-Sport has confirmed its ongoing relationship with Ford, and its continued presence in the FIA World Rally Championship (WRC), with the news that it will develop, build and run the manufacturer's next-generation hybrid contender. Work had already been going on behind the scenes to develop the new electrified car for the 2022 season, but this announcement strengthens M-Sport's close relationship with Ford, and secures skilled jobs at its Dovenby Hall headquarters in Cumbria.

Having invested in the construction of an on-site test track and expanded manufacturing facilities, it is a vindication of Malcom Wilson's vision to create a world-class high-tech business in the heart of his native Cumbria, opening up opportunities in the region and creating his own northern motorsport powerhouse in the process. As a former factory driver himself, there is also considerable pride in being integral to Ford's move into the hybrid era.

"It's always been important for our sport to move with the times, and this commitment to hybrid technology aligns the future of rallying with Ford's global commitment towards a more sustainable future," says Wilson. "As the toughest championship for production-based cars, the FIA World Rally Championship provides the perfect platform to test, develop and promote the latest road car technology – making this

development integral to the relevance and continuation of our sport."

It is also good news for Ford, meaning it has a trusted partner at a time of big changes for the sport and wider car industry. "The WRC's transition from pure internal combustion engine powertrains to hybrid technology comes at an opportune time for Ford," confirms Mark Rushbrook, Global Director for Ford Performance. "The company is rapidly moving towards an electrified future, developing hybrid and electric vehicle technology for our newest passenger vehicles and commercial vehicles around the world. Running a hybrid Rally 1 car next season will enable us to test and demonstrate this technology in the thrilling spectacle that is WRC, and we can't wait to show you what it can do!"

The drivers are also looking forward to the new car, Brit Gus Greensmith telling us in previous conversation that although his attention is focused on his 2021 WRC campaign, the new rules come at a good moment for the team. "Every time M-Sport builds a new car it's always the fastest," he told us, clearly hopeful that the hybrid era offers an opportunity to get back on terms with Toyota and Hyundai and add to the seven world championships and 61 WRC victories the M-Sport and Ford partnership has already delivered.

ONLINE ENVIRONMENTAL SUSTAINABILITY WORKSHOP CONFIRMED

Practical workshop for clubs wishing to create an Environmental Management System

Environmental Sustainability is a priority topic and Motorsport UK is proud to offer a range of resources to help clubs and events become more environmentally aware. Online modules combined with workbooks and associated worksheets are in place to help clubs work towards creating an Environmental Management System (EMS) that is robust and in alignment with FIA Environmental Standards.

Following the well-supported workshop in February, Motorsport UK is hosting a practical workshop on 29th April at 7pm.

The workshop will provide an opportunity for clubs or events to work through the environmental worksheets live, both in an entire group and within smaller virtual meeting rooms. By the end of the workshop, the basis of an EMS will be in place, along with a list of follow-up actions to help complete the process.

Once finished, clubs will have the opportunity to apply for the Motorsport UK Accreditation which, subject to an approval panel and a suitable environmental project, will enable them

to apply for a grant of £250. Before attending this practical workshop, attendees need to have worked through the online module, downloaded (and read) the workbook, and be ready to make notes to create their own EMS.

To register, visit: [Sustainability Workshop Registration](#)



MOTORSPORT UK DiSE STUDENTS PLAY STARRING ROLE ON TOP GEAR



BBC Top Gear

Three Motorsport UK Diploma in Sporting Excellence (DiSE) students from Loughborough College appeared on the iconic show BBC Top Gear over the Easter weekend.

Olivia Petix-Martin, Harry Rice and James Black took to the track alongside other drivers from the popular BARC Junior Saloon Car Championship in wheel-to-wheel action with the show's presenters Freddie Flintoff, Paddy McGuinness and Chris Harris at Castle Combe.

Motorsport UK's enhanced Diploma in Sporting Excellence (DiSE) programme is a unique course which nurtures and supports talented racers in partnership with Loughborough College.

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CELEBRATING A CAREER DEDICATED TO MOTORSPORT



Ian Davis retires from his full-time role of Regional, Rallies and Cross Country Executive after over 30 years at Motorsport UK but continues as a consultant

Little did Ian Davis suspect that his first day working for the RAC Motor Sports Association at Belgrave Square in the 1980s would be the start of a long career with the national governing body.

Ian's early years were spent working on mapping for road rallies and assisting in the Rally Office for the Lombard RAC Rally, before being promoted to Competitions Manager in 1988. He also became Cross Country Executive, setting up the Cross Country Committee, and subsequently was appointed Rallies Executive in the early 2000s, a position he still holds.

Heavily involved in the governing body's response to the Foot and Mouth outbreak in 2001, Ian also helped to secure the Closed Roads legislation and shape the governing body's response to the conclusions of the Fatal Accident Enquiry into the 2014 Jim Clark Rally.

Ian is currently Vice-Chairman of the Land and Recreation Alliance (LARA) and a passionate grassroots competitor. Together with his wife Dawn, he continues to compete and has been known to finish the editing of the Blue Book in his caravan on-event.

Ian will continue with Motorsport UK as a part-time consultant.



MY FAVOURITE CORNER

Drivers share their favourite sections of British circuits and stages, with tips to help you drive them faster!

Duffus Dip, Knockhill





Name: Graham Blackwell

Currently racing: Mygale EcoBoost FF200
Formula Ford in the British Sprint Championship

My favourite corner on a British race track is:
“Sprinting allows me to visit a variety of great British circuits, and I have to say that the journey north to Knockhill is the highlight of my year. Firstly, the circuit location is absolutely stunning, plus we get to race the circuit in both directions over a sprint weekend. My favourite corner there has to be the formidable Duffus Dip, on the clockwise circuit.”

Why I love it: “Sitting 4cm off the ground, the blind drop off Duffus Dip represents a challenge not seen at any other track I’ve been to. Hitting 150mph on the approach, dabbing the brakes, dropping down a gear, and throwing the car into the corner at over 100mph takes serious commitment, especially when you can’t see what’s waiting for you over the brow. It’s an incredible mixture of G-forces, fear, and noise. It just cannot be beaten!”

How to drive it like a pro: “As you head up the start/finish straight, keep left as you pass underneath the bridge, straddling the pit lane exit after the wall to open the corner up as much as you can. Brake but don’t scrub off too much speed, drop down a gear, and start the turn in at the end of the pitlane markings. Try not to miss the apex on the right or you’ll mess up the descent and your line into Leslies. When you get it right, the acceleration down the steep hill into Leslies is quite breathtaking.”

Photo: Flat Out Photography

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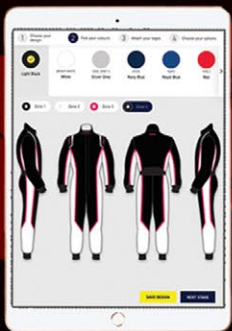
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HRX Take the Karting World by Storm

From the podium at Le Mans, to the first test of Ginetta Juniors, HRX is represented everywhere.

Having refined their FIA approved range to cover all areas of motorsport, the time has now come for Motorsport UK's official racewear partner, HRX, to expand their range of products in the world of kart racing.

The expert tailors working within the Turin-based HRX headquarters have spent the last two years developing a product designed specifically for the karting market, including the Fuji sublimated kart suit.

The Fuji is the lightest, most vibrant and safest sublimated kart suit ever to come to the market. Offering truly unlimited design possibilities and colours, there has never been a better way for kart racers to represent their teams and sponsors.

HRX is now excited to announce several new partnerships in the karting world starting with FENZ, a sales, marketing and creative design agency with a mission to deliver high quality products and services to teams and drivers when they need it most.

As part of this relationship HRX can announce that both Elite Driver Management, a driver development company aimed at kart racers looking to break into the world of motorsport, and Synergy Racing Developments who are the manufacturer of the current Honda and IAME British

Champions, will be using HRX products to support the factory Honda team and many club racers that race their karts every weekend. A new range of HRX products will be available on the Synergykart.com website very soon.

FENZ Creative Operations Manager, Lee Wolfe said, "HRX gives us the tools and support we need to make sure we can deliver to drivers as well as teams and management companies of any size. We look forward to catching up with all teams and drivers at this year's Wera Tools British Karting Championships around the country."

HRX's Callum McDougall said, "I am really thrilled to be working so closely with Synergy and Elite. Between them we have two top brands and I believe are the perfect partners for us to come to market with. I am really looking forward to the feedback from their drivers and seeing us together on the podiums this year.

"I am also delighted to be able to announce FENZ as the new face of HRX in the karting marketplace. FENZ will represent HRX at all of the Wera Tools British Karting Championship events and I have no doubt will make an invaluable asset to the HRX family. Be sure to talk to them about any of our products during the year."

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FOUR DECADES OF SUCCESS

Champions in touring cars, single-seaters and endurance racing have all earned their spurs with West Surrey Racing – as the team turns 40 years old, we look at how it spots and nurtures talent

West Surrey Racing (WSR) chalks up a magic milestone in 2021 and, 40 years on from a championship-winning debut season in Formula 3, it remains one of UK motorsport's outstanding teams. If the old adage that 'life begins at 40' is to be believed, then West Surrey Racing is only just getting started. But for the Sunbury-on-Thames-based team, there is already a storied history to speak about.

Over that period, championship success has been a common thread. Five British Formula 3 crowns between 1981 and 1985 have been followed by even greater achievement in touring car racing, with 14 British titles, including two in 2020. The outfit is not done yet either as it prepares to run Team BMW's three-car assault on the 2021 Kwik Fit British Touring Car Championship (BTCC) with Colin Turkington, Tom Oliphant and Stephen Jelley taking control of its self-developed 330i M Sports.

From the early times right through to today, one man has been a constant guiding light: founder and Team Principal Dick Bennetts. Born in Dunedin, New Zealand, Bennetts arrived in the UK in 1972 and built a reputation as an engineering ace through stints with March Engineering, Fred Opert Racing and Project 4 Racing with drivers such as Keke Rosberg, Bobby Rahal and Niki Lauda.



Having turned down boss Ron Dennis's offer to come with him to the new-look McLaren F1 team for 1981, an opportunity presented itself to set up his own squad with the same Ralt RT3 with which he'd run Stefan Johansson to the previous year's British F3 crown.

"I'd gone back to New Zealand," Bennetts remembers. "But Mike Cox of West Surrey Engineering, who'd agreed to buy the Ralt from Ron, convinced me to return to England to run his driver, Jonathan Palmer. We set things up by fax and ran out of a small lock-up at the back of WSE. There were only five of us - including JP - but we won our debut race at Silverstone and then went on to take the championship too. It was an incredible season."

With Britain a global epicentre for motorsport - particularly for single-seaters - Bennetts' engineering focus quickly established WSR as the go-to team for young racers from across the world who realised that this was the place to learn the skills to take them to the big time. Four decades on, that philosophy is still core.

Although he has mentored many talented young engineers and drivers that have progressed to F1, WEC and IndyCar, Bennetts insists there is no single formula for success. "No two drivers are the same," he says. "They have to have enough raw speed, but also the commitment to take in what they're being taught and adapt it to suit their way of driving and working. It's about getting the right people together and making sure they can communicate - driver and engineer especially - and understand each other. We work very closely on that."

He continues, "Fortunately in the UK there are good people available every year and we often promote from within. Although they might be in a new role, they already have the relationships and it's less of a risk to put them in a position of responsibility."

And the quality of the drivers - and the further greatness they have gone on to achieve - speaks volumes of the team's skills. "Mika Häkkinen, for example, really wasn't mechanically-minded," says Bennetts. "What he did have was absolutely blinding raw speed. We were able to get him to

Jonathan Palmer found success driving for West Surrey Racing in its early days.

Macau GP



Ayrton Senna is just one of several West Surrey Racing alumni who earned their spurs with the team in Formula 3 before going on to great things.

understand what he was feeling and communicate simply so we could make the changes he needed. Ayrton [Senna] was very different. He was as advanced a driver as I'd ever seen for an F3 rookie. He could feel and explain what the engine was doing. That's an unusual quality and something even Frank [Williams] and Patrick [Head] picked up on when he drove their car."

Even someone of Senna's natural talent could benefit from the wisdom of those around him, though. "He needed help understanding second place is better than ending up in the barrier," rues Bennetts. "We never did get that one sorted. It was a flaw that he still had when he became a global superstar."

WSR's standout season in the second half of the 1980s came from Allan McNish in 1989, who sealed the team's fourth title, only to be denied the following spring when a disqualification for rival

"It taught me that, as a driver, if you analyse things properly, you make the right decision more often"

David Brabham was controversially overturned. Despite this, he remembers his time at the team with great fondness.

"The thing that stood out was that this was an engineering-led team, and that made it a natural fit for me," says McNish, who of course went on to become a Le Mans 24 Hours winner, FIA World Endurance Champion and grand prix racer. "I remember the level of detail Dick would go into over anything technical. It taught me that, as a driver, if you analyse things properly, you make the right decision more often."

After McNish moved on to F3000, titles by Häkkinen and Rubens Barrichello followed as WSR's life in F3 ended with a then-record 56 British Championship race wins, two Macau GP victories and a Fuji International Trophy success. Then came BTCC...

"We'd been to Brands Hatch to see the BTCC in the summer of 1995 as guests of Paul Radisich, who I'd known since F3 and Formula Pacific," says Bennetts. "We got talking to some people from Ford and ended up doing a deal to move into touring cars for 1996. Everyone was running more or less the same chassis/engine combination in F3, so the challenge wasn't what it used to be. The BTCC was the best touring car series in the world, so it seemed like a good time to move."

"Instantly I knew that this was professional motorsport at another level altogether, and one I had to bring myself up to quickly"



Colin Turkington joined WSR as a BTCC rookie but has gone on to win four championships and 45 of the team's 97 victories over the years.

That switch brought a first win, with Will Hoy at the wheel of a Ford Mondeo, in 1998 and a headline-grabbing appearance by Nigel Mansell later in the season at Donington in what has become known as the BTCC's greatest race. Stints as the works team for Honda and MG followed with drivers like James Thompson, Tom Kristensen, Anthony Reid and a young Colin Turkington all winning races.

The partnership with the latter in particular has amassed 45 (of WSR's 97) BTCC race wins, plus a victory in the FIA World Touring Car Championship. If things continue in the same vein, the 2021 season could feature not only a record-breaking fifth Drivers' crown for Turkington, but also make BMW the champion manufacturer for an unprecedented sixth straight year.

"I still remember my first visit to WSR," says Turkington, who was plotting his graduation to the BTCC as Ford Fiesta champion when he first met Bennetts in November 2001, and later signed to drive an MG ZS under the Team Atomic Kitten banner.

"The whole place was so clean and not what

my experience of motorsport had been to that point. Instantly I knew that this was professional motorsport at another level altogether, and one I had to bring myself up to quickly," he recalls. "The debrief at my first test was something else. The depth that the engineers and drivers went into was such an eye-opener. I knew how to drive fast, but that was it. Now I was in a room with Anthony Reid and Warren Hughes and they were talking about rebound rates, anti-rollbar settings, everything. And Dick's there asking questions, trying to figure out what we can do with that feedback."

Teamed with Gareth Howell at Team Atomic Kitten, Turkington's education turned him into a race winner in little over a year and demonstrated how the team's driver-development philosophy, established in F3, was still bearing fruit.

"It didn't take long to see how intelligent Colin was," recalls Bennetts. "Reidy helped him in the early days by showing him how precise his feedback needed to be. Colin was onto that very quickly and it spoke volumes when MG promoted him to a factory car for 2003. Nowadays he finishes a session, has a quick

Jakob Ebrey Photography



Attention to detail, close relationships between drivers and engineers and scrupulous note-taking are all part of the West Surrey Racing recipe for success.

discussion with his engineer and then he's into the truck and writing his notes while it's all fresh in his mind. He brings so much to the table in the debriefs - what's in his mind as well as his notebooks."

Those notebooks are something of a WSR speciality, as McNish remembers...

"The importance of a deep analysis of my laps was impressed upon me quite heavily," he says. "But it was so crucial to learn those skills. We didn't have data like now, so Dick made me aware of the importance of getting my feedback down on paper in a translatable language. That stuck throughout my career and even now in my Team Principal role, I always keep a pad and a pen with me and make notes on everything."

While McNish, Häkkinen, Barrichello and others have all benefitted from learning the WSR way, Bennetts and his team begin the 2021 season aiming to bag yet more silverware during what's sure to be another action-packed BTCC campaign.

Few would reckon against them doing just that. And launching more stellar careers in the process.

WSR STATISTICS

- 56 British F3 wins
- 5 British F3 champions (Palmer, Senna, Gugelmin, Häkkinen, Barrichello)
- 2 Macau GP wins (Senna, Gugelmin)
- 1 Fuji F3 International win (Jordi Gene)
- 97 BTCC wins
- 14 BTCC titles (4x drivers [Turkington], 5x teams, 5x manufacturers)
- 9 BTCC independents titles (5x drivers [1x Reid, 4x Turkington], 4x teams)
- 1 FIA WTCC win (Turkington)

WSR drivers past and present include/feature/have achieved, among other things...

- 9 FIA World title winners
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- 107 F1 wins
- 18 Le Mans 24 Hours wins
- 2 Indycar titles

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MOTORSPORT BEHIND THE SCENES

If competitors are the performers, there is an army of people backstage making the show happen – Will Gray talks to those in motorsport's 'hidden' jobs

As a motorsport fan, you will have enjoyed events in person or on-screen and appreciated the spectacle of drivers putting it on the line in the name of sporting triumph. The fact you are reading this magazine means you will likely have some appreciation of the huge number of people behind the scenes making it all happen, but what is it actually like to work in these roles?

For instance, how does it feel to be behind the camera capturing those incredible moments for broadcast or the big screens at a venue? What does it take to deliver engaging, entertaining and informative commentary in the heat of the action? And how can you put a twist on skills such as graphic design or social media management to get yourself a job at the heart of the action?

We spoke with a collection of six people working in a variety of 'unseen' roles in motorsport to find out more. After all, the person on the podium might get the glory, but it takes many others to run the event, deliver the result and tell the tale of how it happened. Some have made a successful career of it, others are volunteers, but what unites them all is a passion for the sport.



Name: Maria Bright
Job Title: Social media volunteer
Started: Summer 2020

What do you do?

"I help out with social media at NatSKA (National Schools Karting Association) and it's not a 'normal' social role. A lot of it involves digging around for old photographs, attending events when possible, and engaging with our 'NatSKA family'. As it is a volunteer organisation, it also involves getting stuck into all sorts of other things!"

What do you most enjoy about your job?

"I love seeing engagement and comments with past photos that are particularly memorable. One such image was from Rowrah where it absolutely tipped it down, and posting that photo brought out so many stories. I also like helping out on other elements of NatSKA. It's run by volunteers and people give so much time to give children the opportunity to race, it's incredible. I raced in NatSKA and got so much out of it – I want to give something back."

Tell us an anecdote...

"Finding old photos of people I recognise from when I raced in NatSKA is great. I won the Class 7 (Jnr TKM equivalent) championship and it was so tight. I remember starting 30th in the last heat but needing to finish top 10 ... and I did it. It was probably the hardest race I have driven, a precious memory."

What is the most challenging thing about your job?

"NatSKA is a non-profit association, so it can be tricky at times to create content. It's really important to have the pages engaging to prospective drivers and clubs."

What has been your career high to date?

"Getting the opportunity to be part of the Females in Motorsport team. Because of my background with NatSKA, both as a driver and volunteer, it gave me the opportunity to go onto new things and get my work out further."



Name: Eliot Challifour
Job title: Porsche Human Performance Centre Manager
Started: 2005

What do you do?

"I manage a team at the Porsche Human Performance Centre that provides physical testing to quantify performance and training services. In motorsport there is a lot of focus on cardiovascular fitness, total body strength, neck and grip strength, reaction time and body composition, especially in weight-related categories."

What do you most enjoy about it?

"Helping others to achieve their ambitions is immensely satisfying. When drivers are successful you feel a part of their team. The centre is open to everyone, so we work with professionals at the highest level, as well as amateur drivers. I enjoy the diversity. In F1 you also need to manage a demanding schedule to reduce the stress on the driver. It is a high-pressure environment but also very rewarding."

Tell us an anecdote...

"I was recently working with an F2 driver as his performance coach. We went to Bahrain for the final two rounds with pressure mounting. The penultimate round was very challenging, increasing the pressure for the final round. We had a call with his sports psychologist to review the year and discuss what enabled him to perform at his best, in one final attempt to bring it all together. I helped implement the routine, structure and preparation and he pulled it out the bag. It was a pretty satisfying moment."

What is the most challenging thing about your job?

"These days, a lot of the time people are specialists with one particular skill set whereas in this role you have to be a really good generalist, good at a lot of different things. Achieving that to a high level is tough."

What has been your career high to date?

"The grassroots projects create great highs. We've worked with Motorsport UK on the Academy programme for 10 years and we did the same with Racing Steps Foundation, helping youngsters through the pathway. It's very satisfying every time a driver goes on to achieve success."



Name: Dan Wright
Job title:
 Circuit commentator
Started: 2013

What do you do?

"A lot more than just talking! The commentator role is a really important link between the spectators, the drivers and the event. You need to balance information to suit first-timers and fanatics. If you don't prepare, you get stuck on the day, so I always try to meet the drivers before races before going to the booth."

What do you most enjoy about your job?

"I love finding out things from drivers, then putting those across in commentary. It might be the smallest detail – what a driver does for a living, the car's history – but when you hear someone mention it afterwards you realise it was worth doing. I also feel you work at your best when you're not really thinking too much. When I know the subject really well, I don't have many notes and it looks like I'm a bit unprepared but that's when the passion comes across naturally."

Tell us an anecdote...

"At a round of FIA World Rallycross Championship at Lydden in 2016, we were based in the circuit office, which was a makeshift spotters' tower. Sébastien Loeb had been out for a race and popped in. We were busy commentating and suddenly he was next to us watching every move of Petter Solberg. It just showed how committed he was."

What is the most challenging thing about your job?

"Working out the championship points at the end of the season! You've got to get it right in a very short space of time. I did an A-level in English. I really should have done maths! You don't want to announce the wrong champion..."

What has been your career high to date?

"The first time World Rallycross came to Lydden, in 2014, Andrew Jordan, who I'd watched when growing up, took part. As commentators, we're not supposed to have favourites, but there was a huge crowd, everyone wanted him to do well and he got a podium. It was one of the best weekends I have ever commented on."



Name: Pam Hartill
Job title:
 Motorsport UK
 Steward
Started: 2016

What do you do?

"The moment I arrive at the venue I check the track licence, layout, permits, signage and marshal points. I attend marshals' and drivers' briefings, check driver signing-on, and then I am available all day for advice and support. At the end of the event, I review any issues with the club stewards and clerks, write a report the next day then start preparing for the next one."

What do you most enjoy about your job?

"I find it really satisfying to bring my knowledge to the sport and those around me. I have been involved in motorsport since 1967 as a club official, competitor, event organiser, marshal, regional association officer and, for the past five years, a Motorsport UK Steward. I enjoy catching up with acquaintances from across the country, competitors and officials. And I also love getting to watch the event!"

Tell us an anecdote...

"I remember arriving at a venue once with my husband in the passenger seat. The marshal at the gate asked who I was, to which I answered 'MSA Steward'. The gate marshal replied, 'Ok. Please would you take him down to the officials' area?' A steward is often called a 'God' but in my case it is 'Goddess' - and that at times involves curtsies!"

What is the most challenging thing about your job?

"Having been a marshal for more years than I care to think about, one of the toughest things is standing by while others re-build a section! I have been known to help - and I haven't had a judicial yet..."

What has been your career high to date?

"There are very few women that hold this licence, so the biggest high was being asked. Following that, it is the respect that has been shown to me by everyone right from the start."



Name: Zak Karrouze
Job Title: Livery designer
Started: 1980s

What do you do?

"I've ended up overseeing HEX Signs and Graphics. We supply and apply livery designs for a wide variety of customers. My career started way back in the 80s before the computer wave. I've great memories of whizzing around the south-east with my brother, handcrafting graphics like the old Martini and Alpine kits and supporting the F1 and rally sectors. Amazing times! Things have certainly got easier over the years with Photoshop, Illustrator and – the godsend - Easy Apply adhesive!"

What do you most enjoy about your job?

"Playing with all the new materials, working out designs that other people haven't done and being innovative. We try not to copy. We prefer to take our own creative road. Every day is a new challenge."

Tell us an anecdote...

"Once I had a request for a livery that made a car look like it was riddled with bullet holes. It's quite amusing and strange what some people like! The worst livery I can think of had a load of cat faces all over it. It was one of the scariest things I've ever seen! The best? We completed a number of chrome wraps for the 2020 Ferrari Challenge – it certainly enhanced the Italian styling."

What is the most challenging thing about your job?

"Sometimes people don't quite understand what our capabilities are, but also what our limitations might be."

What has been your career high to date?

"I've worked for lots of commercial, non-motorsport customers, but to work on racing cars, seeing them racing around the track with a look we've come up with, that's always satisfying."



Name: Brian Benjamin
Job Title: Camera Operator
Started: 1994

What do you do?

"I work in the pit lane at motorsport events, filming for F1, Formula E, BTCC and the World Rally Championship. It's adrenaline-filled, highly charged and can be extremely dangerous."

What do you most enjoy about your job?

"I love the unexpected things that happen in a fast-moving environment and the privilege of being in places where people would give their right arm to be while getting paid to do so. Being on the grid at an F1 race is very special."

Tell us an anecdote...

"I filmed a classic Colin McRae moment on the Acropolis Rally in 2001. I was at a new section with a massive dip and I could hear Colin coming. Next thing, he literally flew through my shot in mid-air, the back of the car clipped the lip and he disappeared out of frame, sideways down the road. I spoke to Nicky Grist years later and he said when they did the reece Colin had stopped at that point and said 'I think we can jump this.' Come the rally, Nicky asked Colin what he was going to do and he replied, 'not sure yet!' When they got there, Nicky held his breath and it landed sideways. The same stage was run again in the afternoon and, by that point, they had a 13-second lead, so there was no need take any chances. But guess what? He did it again! So typical of Colin!"

What is the most challenging thing about your job?

"Trying to get that all-important shot when it matters most is pretty tough. Also, in the pit lane, you have to establish a trust with those around you to ensure you don't get in the way at a crucial time."

What has been your career high to date?

"Seeing Damon Hill being crowned world champion in Japan in 1996 and Fernando Alonso in Brazil in 2005 were special. I felt particularly proud to witness Damon's achievement. Murray Walker said 'now I have to stop as I have a lump in my throat' when Damon crossed the line. Well, I felt exactly the same."



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THE PEOPLE BEHIND THE SCENES

Revolution magazine just gets better and better and we were delighted to hear that in this issue Motorsport UK will be covering 'Behind the Scenes' roles in motorsport, highlighting just some of the unsung heroes that keep our sport moving.

We too recognise the 'backroom' champions of our sport and are doing our own coverage of the lesser-known, yet fundamental figures in our industry.

Our ongoing commitment to motorsport is demonstrated by our new podcast series, shining a light on some of the instrumental characters and stalwarts of our sport. From talented female drivers to industry supporters, pioneers, disabled athletes and young people beginning their motorsport journey at grassroots level, our new to air podcast 'Car Versed' is launching soon. Expect chats with some you may have heard of and plenty you haven't, each guest plays an important role in our sport and we hope to bring you insight and knowledge through their stories. Don't expect too much chat about finance, thankfully!

The historic motorsport scene continues to go from strength to strength and many of you will know that we are historic racers ourselves. To support the community and offer further insight on historic racing and rallying, we have teamed up with 'Auto Addicts' magazine to produce Historic Motorsport TV – a YouTube channel with news, events and a wider look at the industry and its people. Like, comment, subscribe etc!

At our core, we are automotive and motorsport fans, and we want to support the industry in any way we can. As a partner of Motorsport UK, our services are extended to all their members and we can offer you the support you need to budget a season's racing by raising capital, or fund any motorsport purchase and upgrades to your facilities. Furthermore, we offer advice on a daily basis, play matchmaker for B2B and B2C, and have a diverse contact base for communications.



Finance is our business, but our involvement runs deeper, and we want to drive your plans forward whether that is to keep racing at club level, building a team or if you are already established, make your growth plans a reality. Race cars, transporters, equipment, workshop tools or facility upgrades - our team can help get you there with more than just finance. Talk to us – it costs nothing and could make all the difference. Expert advice, industry knowledge, and an experienced and friendly team are ready to be part of your growth.

Looking forward to freer movement, we are excited to be working closely with Motorsport UK on a range of events in the near future at Bicester, Oxfordshire - the home of Classic & Sports Finance and Motorsport UK. Watch this space...

We also couldn't let this edition pass without acknowledging our sadness at the loss of some motorsport greats in the last month, most notably Murray Walker and Sabine Schmitz. However, the loss of many other greats of our sport - Johnny Dumfries, Fausto Gresini, Manfred Kremer, Chris Craft and Hannu Mikkola - did not hit the headlines. Our thoughts go out to friends and families. It is people that make this sport, not just the cars.

Robert Johnson
Managing Director
Classic & Sports Finance

01869 351512
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VANTAGE POINT

Racing on equal terms

When Billy Monger arrived at Donington Park for a Formula 4 race four years ago this month, he was simply another talented young driver following a well-trodden path into what he hoped would be a successful career racing single-seaters. That may yet happen, of course, but the fateful crash, and the life-changing injuries Billy suffered as a result of it, have come to define his public profile and earned him respect and recognition beyond the sport, most notably in his recent fund-raising activities for Comic Relief and as a campaigner and ambassador for disabled competitors across all sports. Here he talks about how that day changed his life, acting as a role model and how motorsport is opening up to let drivers like him demonstrate their talent on equal terms.

“When I had my accident I was inevitably looking to people like Niki Lauda and Robert Kubica who came back from big injuries but, especially for me, it was Alex Zanardi who I took inspiration from. I was there in hospital, I’ve become a double amputee and one of my mechanics brought up Zanardi, who I admit I didn’t know too much about at the time. I dived into his story, found out he also became a double amputee, still went onto race and had great success. It wasn’t a case of ‘I’m going to be like Alex Zanardi and do what he’s done’ but it unlocked that spark of interest to believe I could go back racing, and to think if I push myself, that would be something that’s achievable. So it’s great to have these role models who have done it before.

In these situations, motivation is very important, too. With the Comic Relief challenge, they came to me with the idea and it was just the perfect timing. In the first lockdown I admit I’d let my fitness slide away because I hadn’t been competing. I’d had a bit of a moment and thought ‘you’re better than this, you need to sharpen yourself up a bit’ and I just started training for the positive feeling I got from doing a workout. That little shift in mindset helped me, and then Comic Relief came to me with this challenge and it was a great time to do it. So I said yes, and kind of dealt with the consequences as I went!

For me, setting goals is vital, it’s guided me with the things I’ve wanted to do. It can be as simple as a goal for the week, or just the things you want to get done in a day. It’s important to balance that against being in the present and, with Comic Relief, if I had thought about how far away I was in terms of fitness from where I needed to be in three months’ time, it would have been a daunting prospect. So I just tried to think of it on a day-to-day basis and see those small improvements. It’s an awesome charity and they do such great work, so it gave me a purpose and motivated me to push myself.

After an accident like mine, learning to feel positive again and getting out of that black hole is difficult. You have days when it comes quite easy and days you have to work hard at it. I think having good people





around helps how consistent you feel in yourself, so I've got a really strong group of friends and family around me and that helps me be positive. I always seem to respond well when someone puts something in front of me that I'm not sure I can do. Over a period of time, it seems to push me to a place I sometimes don't think I can get to.

Finding myself in that position of being a role model and an inspiration is a weird scenario to be in. You do feel responsible, you have to act in a certain way, but I learned to just embrace being me and whatever follows on from that is only a positive. If you're a disabled kid who loves motor racing and you can see someone doing it for themselves who has similar disabilities, that can really inspire and motivate. And if we want to increase the participation of disabled drivers in the sport, we just need to help promote those already in the sport, and I think that will create more interest as a result.

To be fair, before my accident I hadn't competed against anyone who was disabled, nor had I really seen people around the paddock with disabilities. I look back and laugh but I remember walking through town after I'd finished school and seeing someone with a prosthetic and I had no idea, it's so hard to understand what they're going through. But having lived being abled and seeing it from that aspect, and now being disabled, I have a lot more awareness. So when I see someone with a disability involved in motorsport I think it's great, because it shows they're really trying to live their life to the best they can. And if motorsport is their way of doing it, then that's awesome.

I don't see myself as being disabled. I don't like the word and, from personal experience, a lot is about your mindset. So I'm completely able in my head, and I try to think of things in that manner. Obviously, you run into limitations along the way, and if you can figure those out, that's great. And if you can't, that's sometimes how the cookie crumbles. I'd like to get up and not have to walk on prosthetics, but that's not my situation. But if you look at yourself as disabled, you can limit yourself more than the disability does, and I think a lot of disabled people agree with me on that. So, I haven't gone back to racing to

prove a disabled person could compete, I want to win races as someone with an able mindset. My ambition was always to go back and win, reach my highest capabilities and push myself as far and as high as my talent will take me.

With regard to inclusivity in motorsport, I think people have changed their view on it, and I think maybe my return to racing and winning against able-bodied drivers has helped. I think motorsport is more inclusive, there is a willingness to adapt and use different technology to let disabled drivers compete and they are judged for what they can do in the car, rather than what they are prevented from doing out of it. There seems to be a more accepting nature in the motorsport community for people who drive with hand controls and things like that, so in that respect I think it's been positive.

In terms of the tools to make that happen, we designed my system from scratch and, much as there are other systems out there, it isn't as simple as picking one off the shelf, getting in a car and driving. If you want to get into motorsport to win, you need to invest time. I look at my system I use and I'm still processing it and looking at ways to improve it. But the more people there are in motorsport with disabilities, the more people learn, and that trickles down the ladder to improve the systems at a grassroots level.

When coming back from a setback or injury, however serious, I think you've just got to go with your instincts. I'll admit it wasn't all plain sailing when I got back on track. You will have questions in your head like 'oh, this feels a bit quick, I don't know if I feel comfortable' but if you're open-minded and realise you're not going to come back and drive on the limit like Ayrton Senna straight away, it will come. Just embrace that opportunity to relearn everything, enjoy every corner, every lap and take your time with it.

It focuses your attention, too. I only want to invest my time into something I'm passionate about, and if motorsport is something you want to do, then push yourself and see what's out there, just go for it and give it your best. There are people willing to help, so let them help you!"



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WHAT'S ON

A selection of confirmed championships and events for 2021

Isle of Wight Car Club Autotest Championship BAE Northwood, 18th April

We featured the Isle of Wight Car Club in the January edition of *Revolution* and found a thriving organisation with a keen grassroots following. Sadly, the much-anticipated closed road sprint in Sandown the club has been working towards for some time faced its second postponement due to COVID-19, but it is back to business as usual with confirmation of the first two rounds of the IoWCC Autotest Championship. These are very much grassroots events open to club members with an RS Clubman licence and run with a relaxed but enthusiastic vibe, naturally with due consideration to social distancing rules. Entry is just £20 and the event starts with a track walk before the action gets underway, the best of six runs counting for the final result. See: iowcc.co.uk for more information.



MSVR Club Car Championships, Donington Park/Snetterton 300, 24th-25th April

A quick glance at the MotorSport Vision Racing (MSVR) calendar reveals a busy schedule for 2021, with a host of championships running, from grassroots to GT3. The season kicks off in earnest this month, with opening rounds for various series early in April and a double-header of racing at the end of the month. The Radical Challenge Championship and SR1 Cup are joined by the Mini Challenge Trophy at Snetterton, while over at Donington Park a huge range of grassroots racing gets under way on the same weekend. Championships with opening races at this round include the popular EnduroKa, the MSV SuperCup, F3 Cup, Focus Cup, Production Golf & BMW Championship, Z Cars & New Generation Production BMW Championship, MSVR Elise Trophy, Zig Zag Lighting Heritage Formula Ford Championship and Production GTI Championship. For more visit: www.msvracing.com/cars



Information correct at time of publication, all events subject to Government restrictions in place at the time, please check with event organisers and local Government information



Midland Hill Climb Championship/British Hillclimb Championship, Prescott, 24th-25th April

Having not run at Prescott since September 2019, it will be a very welcome return to this iconic venue for the British Hillclimb Championship, BHC Cup and the Midland Hill Climb Championship (MHCC), with a busy weekend of racing as multiple classes battle for glory in rounds one and two of the respective series. Hosted by Prescott owners the Bugatti Owners' Club, at the time of writing it appears spectators will not be able to attend these opening rounds, although camping at The Orchard for competitors will be permitted on site. As per events held last year, COVID-19 precautions and social distancing measures will be in force, although it is hoped that the crowds will be able to attend for return visits by the MHCC later in the year and for the next double-header in September. See: prescotthillclimb.co.uk for more details and the latest information.

Kwik Fit British Touring Car Championship, Thruxton, 8th-9th May

The Kwik Fit British Touring Car Championship (BTCC) is back, with a total of 30 rounds across 10 weekends at iconic circuits all over the country. The season kicks off with the opening race weekend and first three rounds at Thruxton on the weekend of 8th-9th May which will be held behind closed doors. A tweak to the calendar in March has put the first of two Brands Hatch meetings back to the weekend of 26th-27th June in anticipation that the hoped-for easing of lockdown restrictions will mean that spectators can return and once again enjoy the thrill of BTCC.

Check: www.btcc.net for all the latest news.





Heart of England Rally Championship, Down Ampney Airfield, 29th May

Of all motorsport disciplines, rallying and others with more than one occupant in the car were hit hardest by COVID-19 restrictions, so there will be considerable relief to see championships running once again in 2021. Among them is the Heart of England Rally Championship run by the Association of West Midlands Motor Clubs and starting on 29th May with the Red Dragon IT Stages at Down Ampney Airfield in Gloucestershire, before further rounds across the Midlands, north west and Wales. Event organisers, Enthusiasts Motor Club of Stonehouse (EMCOS), are hoping to deliver over 75 stage miles to the eager participants to create the longest rally yet held at the venue. For details of this and the rest of the championship visit: www.awmmc.org.uk



James Rowan

Jersey Kart and Motor Club Kart Championship, Sorel Kart Circuit, Jersey, 25th April

Having had to cancel the first two rounds of its championship and rearrange the calendar to accommodate them later in the year, karting on Jersey restarts at the end of April on the Sorel 'Loop Road' circuit. This is technically a section of closed public road used by Jersey Kart and Motor Club for its events and can be configured in two different layouts thanks to additional sections added by the club. Its clifftop outlook adds to its character, and the April event will now host the rescheduled opening round of the championship along with a time trial event for Bambino racers. For more information see: jerseykartclub.com

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From keen spectator to organiser of some of the biggest rally events in the country, Ronnie Sandham has seen it all – *Revolution* caught up with her to find out more about what has driven her lifelong love of the sport



RONNIE SANDHAM

Having been presented with the Lord Wakefield trophy by the British Women Racing Drivers Club at the 2020 Virtual Night of Champions for her outstanding contributions to motorsport, we spoke with Ronnie Sandham, vice-president of the Association of North East and Cumbria Car Clubs and a stalwart of the rallying scene in the north west of England. From competing to timekeeping and even litter picking, Ronnie has devoted every minute of her spare time to the sport and embodies the devotion that keeps clubs and events running year in, year out. Here she tells us more about her life in motorsport.

Revolution: “Let us start at the beginning: What is your earliest motorsport memory?”

Ronnie Sandham: “My now-husband dragged me out of my bed early one morning and I stood in Lupton Ford about three o’clock in the morning watching these lights come down the hill, through the ford and out again, all the while being eaten alive by midges. The next week I was parked up in a lay-by, given a clock and told to marshal a 12-car. I’ve been involved ever since then!”

R: “And it did not put you off?”

RS: “No! I was never going to be a rally widow so I marshalled when we went autotesting. Then he went rallying, and I realised that if you were on the results team you’d be nice and dry and you knew what was happening, so if he’d gone off I’d know where to find him!”

R: “So, where did it go from there?”

RS: “From being on the results team, I was the first woman to be elected to Morecombe Car Club’s committee. I went from there to assistant secretary, secretary, social secretary, vice-chairman, chairman and I was then delegate to the Association of North East and Cumbria Car Clubs. They were looking for a new treasurer - I used to work in a bank so I said I could do it. I’m now vice-president. In that time I’ve run all sorts of night rallies, 12-car rallies, stage rallies, autotests, production car trials, just whatever, really.”

R: “Have you ever competed yourself?”

RS: [Laughs] “I did a couple of rallies driving and a couple of 12-cars. I used to work for Barclays and I did one for Barclays Bank Motor Club, I’ve done autotests as a competitor and I’ve been a co-driver on stage rallies.”

R: “Given that, what attracted you to the organisational side of the sport?”

RS: “Well, you do what you’re good at, don’t you? I was good at organising and motorsport people are fabulous, I’ve got hundreds of friends through it.”

R: “And through this your husband has been a competitor?”

RS: “Yes. He used to drive but then he went co-driving all over Europe with Dave Metcalfe, and now co-driving for a lad called Darren Atkinson. He does his thing in rallying, I do my thing in rallying but we understand each other!”

R: “Who is your unsung hero from the history of motorsport you feel deserves greater recognition?”

RS: “Always Dave Metcalfe. I’m sure he would have been a world champion. But there are a few dear to me, obviously Malcolm Wilson, who I’ve worked with for so long, and the M-Sport Poland team with Maciej Woda.”

R: “How and when did motorsport evolve from a hobby into a job for you?”

RS: “It always was! Fridays was scrutineering for the rallies, so I used to work my lunch hour, make sure everything was right and slide out of work at four o'clock to go off to Wales or Scotland. I'd be chase car, drive the van, the service car, whatever needed doing. As a member of the car club committee, I also used to do talks for the young farmers' clubs and people like that. That helped the road rallying because that got them on board, so it was like a PR thing. I did hundreds of those.”

R: “So was there a clear point at which you went from being a competitor to more of an organiser?”

RS: “It was always both really. We used to run an autocross and I went up there one day to help my friend set up a bar, and when we arrived no-one asked who we were, we just got on with it. I said to the club that anyone could have done that bar job and the club wouldn't have benefitted from the revenues. So they said you can do it - that was when I joined the committee and my job was to organise the social nights and get the guest speakers along. I got involved in organising the rallies too, but at the same time I did go and pick up litter at an autocross one day, dressed up in a bin bag in the pouring rain! It needed doing, and I'd happily do that again.”

R: “What are your long-term ambitions in motorsport?”

RS: “I think I nailed what I wanted to do. I always wanted to go to a world rally, but I wanted to be involved so I did that with M-Sport from about 2010. It was hard work, but I loved it.”

R: “How did that come about?”

RS: “I was lecturing at Myerscough College on motorsport degree courses and I took students to the Junior World Rally Championship where they worked with the service crews. I said to M-Sport 'give me a job, give me a job!' so I ended up looking after the hospitality for them.”

R: “It has obviously been a very challenging year for rally organisers – what have you taken from it?”

RS: “I helped organise the filming of the Restart Rallying Guidance for Motorsport UK ahead of the M-Sport Return to Rally Stages at Greystoke, which meant we had to explain this is how it's going to happen, this is how we are going to do scrutineering and results. At the event itself I was club steward, so I knew how it was going to work. In the meetings in the run-up we had to very quickly implement protocols and the event ran but then everything shut down afterwards.”

R: “How will what we have learned over the last year help the sport going forward – do innovations such as remote signing-on and scrutineering streamline things for organisers, for example?”

RS: “It will make life a little easier, it's probably cut out about eight hours of work on the Friday night and certainly doing the results the way we're intending to in the future will reduce a lot of time. Everything then is going to be on mobile phones and not face to face, which is a bit of a downer because one of the best things about the sport is the people.”

R: “Hopefully that social side can return – will there be ongoing advantages to this new way of working too?”

RS: “On the Malcolm Wilson Rally the first car finishes about 2:30pm and if everything is done remotely that means competitors could be home in time to put the kids to bed or whatever, so it doesn't intrude on the weekend so much. I think people quite like that, so there are plus sides.”

R: “Thank you Ronnie for all the insight and once again congratulations on the award!”

RS: “Hopefully I'll get a chance to actually get my hands on it once we're able to travel – we've got lots of trophies at home and, while I can't bring this one back, I'd like to have a photo with it!”



Photo – Tony North

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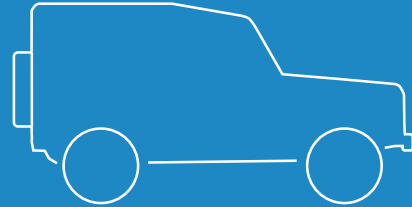
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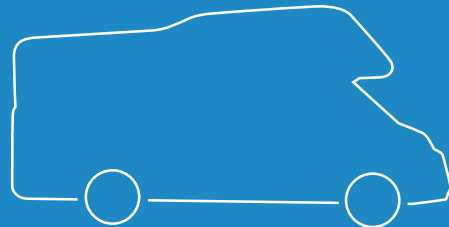
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750 Motor Club

Always a mainstay of the affordable club racing scene, the 750 Motor Club's new fixed-cost Foundation Programme hopes to attract yet more competitors into the sport

From arrive and drive packages (see *Revolution* September 2020) to the kind of all-inclusive car-and-championship programmes offered by the likes of Radical, Caterham and Ginetta, the attraction of fixed-price motorsport is obvious, especially for those new to racing and wary of how much it could cost them. These packages mean participants can budget for their racing according to what they can afford, with the reassurance that they are racing on equal terms and do not have to spend their way to the front of the grid.

Affordability and accessibility have been guiding principles for the 750 Motor Club (750MC) since its formation in 1939 and have inspired its own twist on fixed-cost motorsport. Based around its new Tegiwa Type R Trophy, the club has developed

what it describes as its 'Foundation Package', wrapping up the cost of a donor Honda Civic road car, preparation to championship regulations and all the associated entry costs for six double-header races across a full season.





All this comes at a price of £10,495, or £11,995 if you really are starting from scratch and need the necessary clothing, ARDS test and medical to go racing. If you are handy with the spanners and willing to prep the car yourself, it could be done cheaper than this, and the initial uptake has been so enthusiastic that 750MC is looking to implement similar programmes to open up other championships it runs. We spoke with the club's James Winstanley to find out more.

"The Foundation Programme is something we've been wanting to do for a while," he explains. "We had in mind a kind of club-level package like those offered by manufacturers in their own one-make series. They are great value for what they are but it's still outside the budget of many people and we wanted to do something similar but with a 750MC mindset."

Basing the series around the EP3 generation of Honda Civic Type R provides a solid basis, given the performance out of the box is a big step up from other hatchback-based single model championships, but the cars are still readily available and affordable to buy in the used market. Created with build partner Tegiwa, the championship specification is based around the road car's stock 200hp engine with modifications restricted to a control limited-slip differential, Yellow Speed dampers and uprated suspension components to ensure that the Type Rs are fast and fun without straying too far from the toughness and reliability Honda road cars are famous for. All cars built for the championship have their power signed off on the same rolling road before delivery and are supplied with a baseline geometry set-up so competitors can rest assured that they have a competitive machine on the grid without having to lift a spanner or spend time testing, with everything from stickers to safety gear fitted and ready to go.

"The Type R Trophy is very much a mid-level club racing formula and it started a couple of years ago on a shared grid," explains James. "We wanted a car you can build at home with

relatively basic mechanical skills if you so wish. We've always had a lot of EP3s racing with 750MC and it's one of our most popular cars, and we've had some good support from teams. We've got three approved builders – Area Motorsport, Danny Hobson Racing and Motion Motorsport – who can supply a car ready built to the regulations."

James says that approximately 15 of the entrants in the Type R Trophy this year come from the Foundation Programme, with nearly half of that number either totally new to racing or existing licence holders taking their first steps into a proper championship. "We're about good value racing and we like to see full grids," affirms James. "We did a few races as part of the Hot Hatch Championship with quite small grids but we knew we had this in the pipeline, so for this year we have over 30 cars signed up."

This is the latest in a long line of affordable circuit championships and events that have characterised the 750MC from its earliest days. "It started off as a place for enthusiasts to meet up and talk all things Austin 7," explains James, "and from there it soon turned to competition and the Austin 7 specials still race with us. Over the decades new things have come along, for example Hot Hatches or the Locost Championship, but the ethos has always been the home of affordable motorsport. We've always wanted to concentrate on the budget of going racing but the quality is still there – we don't want to just be seen as the cheap option, and it's all about the overall package."

With demand already outstripping supply of cars and places in the championship, it looks like the Foundation Programme is opening the door to circuit racing for a whole new intake of drivers eager to take the step up from track days or speed events such as sprints or hill climbs. With proof of concept established, expect more of the same from 750MC in due course, and yet more options for the racer on a budget to realise their dreams of getting on the grid.

For more see: www.750mc.co.uk



Image: Mathieu Bonnevie



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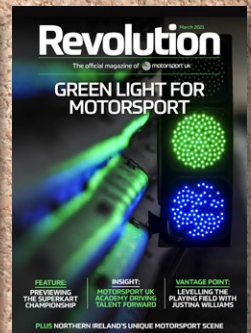
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The Parting Shot

The mudslingers from the Anglian Rover Owners' Club enjoyed a sun-kissed day in the Buckinghamshire fields on Easter Sunday, as three classes consisting of CCV, RTV and Tyro each fought for honours at the Whaddon Tyro.

